



DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF:

August 19, 1999

Executive Office

SEE LIST OF ADDRESSEES

Dear Sir/Madam:

Thank you for your continuing interest in the Craney Island Eastward Expansion feasibility study. The August 12th stakeholder meeting served to affirm key issues identified in the earlier reconnaissance phase and to identify any additional issues that need to be addressed in the feasibility phase. The stakeholder meeting is an integral part of the feasibility study, which is being prepared under authority of a resolution of the U.S. House of Representatives Committee on Transportation and Infrastructure, dated September 24, 1997. A list of meeting participants is enclosed.

We have revised our list of issues and concerns to incorporate inputs provided at the meeting. I am also enclosing a listing which we will incorporate into our Project Study Plan, a revised copy of which will be made available at our next meeting. You will note that additions to the list are both italicized and bold printed. Now that your interests and concerns have been identified, it is anticipated that the next meeting will serve to begin the process of prioritizing issues and concerns and also to establish a steering committee. That meeting will be scheduled for this Fall, with logistical details to be provided at a later date. Questions regarding this letter may be directed to the project manager, Mr. Mark Mansfield, at (757) 441-7764.

Again, thank you for your interest in this important study. We look forward to your future participation in this effort.

Sincerely,

A handwritten signature in cursive script, reading "Allan B. Carroll".

Allan B. Carroll
Colonel, U.S. Army
District Engineer

Enclosures

Listing of Invited Participants

Executive Director
Virginia Port Authority
600 World Trade Center
Norfolk, VA 23510-1696

City Manager
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Chesapeake, VA 23328

City Manager
City of Hampton
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Hampton, VA 23669

County Administrator
Isle of Wight County
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City Manager
City of Newport News
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Newport News, VA 23607

City Manager
City of Norfolk
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Norfolk, VA 23510

City Manager
City of Portsmouth
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City Manager
City of Suffolk
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City Manager
City of Virginia Beach
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Listing of Meeting Participants

Robert R. Mehri, III
Stephanie Keith

Fred Whitley

Jon Hartley

Robert Bates

Jeff Raliski

James Gildea
Tim Oksman

Robert Matthias

Listing of Invited Participants

Executive Director
Hampton Roads Partnership
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Norfolk, VA 23510

Executive Director
Hampton Roads Chamber of Commerce
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Norfolk, VA 23501-0327

Executive Director
Hampton Roads Maritime Assoc.
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Executive Director
The Elizabeth River Project
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Executive Director
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Commission
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President
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114 Westmoreland Avenue
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President
River Shore Civic League
4647 River Shore Road
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Director
Virginia Department of Transportation
1401 East Broad Street
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Listing of Meeting Participants

Jeff Keever
Bill Hull

Marjorie Mayfield
Dr. Jay Taylor
Carl Fisher
Jennifer McCarthy

Robert Case
Hugo R. Valverde

Elder Lash

Robert Boothe

Listing of Invited Participants

Director
National Marine Fisheries Service
Habitat Conservation Division
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Director
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Director
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U.S. Fish and Wildlife Service
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Commander
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Commander
Navy Region Mid-Atlantic
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Commander
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300 E. Main Street, Suite 500
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President
Norfolk Southern Corporation
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Norfolk, VA 23510

Listing of Meeting Participants

Rod Schwarm

Karen Mayne

Rhonda Hayden

Brian White

Robert Martinez

Listing of Invited Participants

Commander U.S. Coast Guard
431 Crawford Street
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Norfolk Airport Authority
Norfolk International Airport
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Virginia Department of Rail
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Secretary of Natural Resources
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Secretary of Commerce and Trade
Governor's Cabinet
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Listing of Meeting Participants

Capt. William Cofer

Listing of Invited Participants

Virginia Dept. of Game
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Director
Virginia Maritime Resources
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Director
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President, Lower Chesapeake Bay
Waterman's Association
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President
United Waterman's Association
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Listing of Meeting Participants

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Tony Watkinson

John Boone
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Listing of Invited Participants

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Listing of Meeting Participants

Robert Fenning

Ray Kirby

Chad Ballard

Wendy Zelencik

**ISSUES AND CONCERNS
CIDMMA EXPANSION MEETING - 8/12/99**

GREEN GROUP*

- 1) *Concern expressed over the potential impact of a CIEE on seafood resources in the lower James River.* (See WHITE GROUP #3)
- 2) *Recommendation made for close coordination with VMRC during the Feasibility Study.* (See WHITE GROUP #2)
- 3) Concern expressed over the potential pact of a CIEE on the entire river system.
- 4) Recommendation made for hydrodynamic modeling to be conducted on a fine enough scale to accurately model the entire river system. The modeling effort would include (1) include salinity studies, (2) sedimentation studies, and (3) flushing ability studies. (See WHITE GROUP #13 and YELLOW GROUP #9)
- 5) Recommendation made to include combinations of planned or potential projects (VDOT 3rd Crossing, 50-foot inbound channel, development across the river, etc.) in modeling efforts to accurately simulate potential impacts of the CIEE based on possible future scenarios. (See WHITE GROUP #14)
- 6) Recommendation made to include numerous configurations in the modeling efforts to identify impacts associated with each configuration.
- 7) Recommendation made to start Hydrodynamic Modeling as soon as possible in order to provide input early on as to impacts of certain expansion configurations.
- 8) Recommendation made to collect early field measurements and seasonal field measurements in order to properly calibrate the hydrodynamic model.
- 9) Recommendation made to study potential environmental enhancements to offset potential negative impacts. (See WHITE GROUP #4 and YELLOW GROUP #10)
- 10) Recommendation made to analyze/study whether a CIEE would act as an artificial barrier to the migration of benthic and pelagic species.
- 11) Recommendation made on the need to identify the “quality of life on the Craney Island shoal”.
- 12) Question asked “Whether the issue of a northward expansion could be reopened?” (See GREEN GROUP #13)

GREEN GROUP (Continued)*

- 13) Recommendation made to ensure any studies for a northward expansion be coordinated with a VDOT 3rd Crossing. (See GREEN GROUP #12)
- 14) Statement made that “there is a need for economic and environmental balance”. (See GREEN GROUP #16)
- 15) Statement made that the economy of the region is tied to a CIEE, therefore, a CIEE was an economic necessity. (See BLUE GROUP #1)
- 16) Statement made for the need to look at the big picture in an effort to find a synergistic blend of the various initiatives (e.g. CIEE, 3rd Crossing) (See GREEN GROUP #14 and WHITE GROUP #12)

WHITE GROUP*

- 1) *The Advisory Group (Paragraph 2.2 of PSP) should include other state resource agencies, including VMRC.*
- 2) *No VA Dept of Natural Resources (Paragraph 2.2) should be ".....those dept.'s under the Secretary of Natural Resources" (See YELLOW GROUP #3)*
- 3) *Watermen concerned about commercial fisheries - finfish and shellfish. They wanted to be kept informed. Impacts (i.e., loss of) resources should be mitigated. Notify clammers when (if) proposed project is constructed so they can harvest clams from area. (See GREEN GROUP #1)*
- 4) The study should also look at opportunities for habitat enhancement/creation. (See GREEN GROUP #9 and YELLOW GROUP #10)
- 5) *Non-Government Organization (NGO's) such as Ches. Bay Foundation should be asked to participate in process.*
- 6) Look at secondary issues related to Port expansion, including:
 - a) Potential increase in oil spills
 - b) Potential increase in boat collisions
 - c) Potential increase in groundings
 - d) Potential increase in exotic species (ballast water)
- 7) Look at effluent - water quality issues related to expanded CIDMMA

WHITE GROUP (Continued)*

- 8) The alternate analysis should include looking at:
 - a) Old oil refinery site (Portsmouth) as potential dredged material placement facility
 - b) Modernization of existing Port facilities to accommodate future needs
 - c) Will proposed expansion actually increase tonnage from one port to another?
- 9) A "Purpose and Needs" assessment should be done as part of NEPA process. This would include:
 - a) "Purpose and Needs" - dredged material depository only
 - b) "Purpose and Needs" - port expansion only
 - c) "Purpose and Needs" - both dredge management and port expansion
(See YELLOW GROUP #14)
- 10) Hydrodynamics - look at entire river system for effects (See WHITE GROUP #13)
- 11) Proximity of proposed expansion to existing navigation channel coordinated with Navy, Coast Guard, etc.
- 12) Hydrodynamic effects - model should look at cumulative effect of:
 - a) 3rd Crossing
 - b) CIDMMA Expansion
 - c) 50' Inbound Channel(See WHITE GROUP #14 and GREEN GROUP # 16)
- 13) Hydrodynamic Model - look at upper reaches of river system to include potential effects on:
 - a) tidal wetlands
 - b) tidal flushing
 - c) salinity
 - d) circulation(See WHITE GREEN #10 and GREEN GROUP #4)
- 14) The proposed expansion of CIDMMA should also consider, and be consistent with:
 - a) Elizabeth River restoration project
 - b) 50 ft. Inbound channel studies(See WHITE GROUP #12 and GREEN GROUP #5)
- 15) Use of sandy dredged material: Potential conflict between placing on beaches (state law) and use for construction of proposed CIDMMA expansion.
(See BLUE GROUP #5)

YELLOW GROUP*

- 1) *VA Dept. of Game & Inland Fisheries - Not in organizational breakdown structure*
- 2) *Hampton Roads Maritime Association – Not in organizational breakdown structure*
- 3) *No DNR – Should be DCR (Dept. of Conservation & Recreation) (Natural heritage)*
- 4) *Channels drive the port-(General) (Keep in mind comment)*
- 5) Will new material be placed in new eastward facility or by rehandling material from existing facility to east expansion facility.
- 6) Look at other alternatives (ocean disposal, etc.) (Disposal alternative)
- 7) *Navy supports additional depths of channels (more dredge material) (2007-2050 funding programmed) (new class of ships)*
- 8) HRPDC Transportation Proposals
- 9) Hydrodynamic Modeling
 - a) Entire Elizabeth River system?
 - b) Combine w/third crossing
 - c) Combine w/additional deepenings(See WHITE GROUP #4)
- 10) Mitigation/Enhancement - Can it be implemented throughout the basin -- look for opportunities in the basin (See GREEN GROUP #9 and WHITE GROUP #4)
- 11) *Third Crossing - Only from Norfolk to C.I. - then up 460 instead of to N.N. (Recommended alternative transportation route to be considered)*
- 12) What other precedents are other Districts doing with dredge material handling.
(Gain information from the experiences of others)
- 13) Limited to Eastward Expansion (Why, Need to look at all alternatives for NEPA doc, Economic and to consider just what makes sense)
 - a) Northward?
 - b) East & North?
 - c) Westward?

YELLOW GROUP (continued)*

- 14) Project Purpose? Total Objective (Expand per Maritime Association, Navy & others)
 - a) Dredge material disposal
 - b) Port development
 - c) One without the other(See WHITE GROUP #8)
- 15) Look at NEPA requirements throughout process
- 16) Fish & Wildlife ask that we be sure to include
 - a) Fall/Spring Migration
 - b) Shore Fisher People
 - c) Birders

BLUE GROUP*

- 1) It should be emphasized throughout the conduct of the feasibility study that the Port of Hampton Roads is very important to the continued economic viability of the region and that port expansion in the 2010-2015 timeframe is essential to this continued viability. (See GREEN GROUP #15)
- 2) Community interest and buy-in to this project is very important and must be addressed throughout the feasibility effort.
- 3) ***During the conduct of the feasibility effort it will be very important that presentations concerning the size and shape of the potential expansion be as accurate as possible to avoid the perception by the public that the expansion will greatly constrict the channel area leading into the inner harbor. This is also true of the Third Crossing.***
- 4) Some evaluation should be given to the future need for the Rehandling Basin. For example, eliminating the Rehandling Basin would allow for the 4th cell to extend a greater distance to the south, thereby allowing for the cell to be longer and narrower.
- 5) In the interest of developing the 4th cell sooner, thereby making it available sooner for port development, it was suggested that consideration be given to using existing material within Craney Island to fill the 4th cell. (See WHITE GROUP #15)
- 6) ***Paragraph 4.6.23 on page 19 of the PSP did not address the various issues regarding transportation as was indicated.***
- 7) The question was raised as to whether the existing levee system can be raised any further to provide additional storage capacity.

* These issues and concerns either serve to elaborate on issues and concerns identified in the reconnaissance phase or add additional issues and concerns (identified in bold italicized print) which will be incorporated into an updated Project Study Plan (PSP). Cross-referencing is identified in parenthesis ().